

Shipping

Sewall, Cedar Laden, Surrounded by Ice Pack.

Sailing from Honolulu with six thousand tons sugar, the American ship Edward Sewall, which a few weeks ago reached destination on the east coast of the United States, spent many days surrounded by bergs and vast fields of ice in the Antarctic.

The story of the long and perilous voyage of the Sewall, with the shipment of Hawaiian sugar, is a graphic one as related by advices received here from the coast.

The big Sewall, which has made many trips around the Horn passed through three seasons on this voyage.

On July 15th the vessel was struck by a northwest gale which lasted three days. Heavy seas broke over the craft and flooded her decks, washing everything movable. The vessel was forced to anchor and the ice blown away, the vessel weathering the storm with great difficulty.

When the Sewall was seventy days out and off Cape Horn she ran into the Antarctic iceberg region and for a time was surrounded on all sides by innumerable bergs, many of which were of great size. While it was summer in the North Hemisphere it was winter off the horn, and for weeks the ship was white with ice and snow.

There is possibility that the Sewall will be used as a floating icebreaker by the local Sugar Factors Co. The long passages with the attendant uncertainty attached thereto, mitigate against the employment of windjammers in the transportation of sugar from Hawaii to the mainland.

On the last trip of the sailor, Captain Quick was accompanied by his wife and children. Between ice packs and hurricanes the voyage was in every way anything but monotonous.

Manila Rejoices in Electric Canals. A much needed and important addition to Manila's harbor facilities is the installation of electric traveling hoists on the government docks in the new port district.

The hoists, which have been furnished by the Sprague Electric Works of New York, are now being installed by the Atlantic Gulf and Pacific Company and will be ready for operation within a few days. Six of the hoists will be placed on pier No. 5, and four will be installed on pier No. 3. The hoists which travel on heavy T beams extending throughout the wharves on both sides, are driven by dynamos attached to the hoists, and are capable of lifting boxes, bundles or other packages weighing more than a ton. The necessary current will be furnished by the local power company. To insure against breakdowns or any other accidents the roofs of both wharves have been retrenched, riveted and strengthened in weak places.

Speaking of the new hoists, Acting Collector of Customs J. S. Stanley, said to a Times reporter that in addition to saving of time, the use of the hoists will eventually result in the lowering of arrastre charges inasmuch as less time and less laborers will be required to handle the same amount of cargo.

It is also proposed to purchase a battery engine for use of the arrastre tracks as a substitute for the present slow methods of moving cars by hand, which will also effect a considerable reduction in cargo expenses. The arrastre track will be extended as conditions demand in the port district to warehouse that may be constructed in the vicinity.

Fear for Safety of Hawaii. MANILA, Oct. 8.—Slight apprehension is felt for the safety of the small coastwise steamer Hawaii, which is reported to have left Honolulu Saturday evening for Manila. She had not been sighted up to two o'clock this afternoon.

The steamer Hawaii, which is owned by L. E. Pinkham, and chartered by the Hawaiian Sugar Planters' Association, was built in Hongkong in 1904 and registers 30.6 gross tons. The vessel is commanded by Captain William Miller, and has been engaged for the past few years in carrying laborers contracted for the Hawaiian plantations from different points in the islands to ports of embarkation like Oahu, Hilo and Manila. It is not known whether the Hawaii carried passengers on her trip up from Honolulu. It is thought by seafaring men on the waterfront that she has put into shelter until the weather clears.

Sierra Deep Laden With Freight. The Oceanic liner Sierra from San Francisco for Honolulu and to arrive here early Monday morning, is deep laden with general cargo for island importers, according to a late wireless that has been received at the agency of C. Brewer & Company.

The Sierra is bringing 73 cabin passengers, no mention being made of travelers in the second class. Thirteen steerage passengers will also arrive in the vessel. The freight for discharge at Honolulu amounts to 3080 tons. A late mainland mail consisting of 311 sacks will arrive in that vessel. The Sierra will lay here until Saturday noon, when the liner is to be dispatched for San Francisco.

Sierra Report. The following wireless message has been received from the Oceanic S. S. Co., S. S. Sierra, bound for Honolulu from San Francisco: S. S. Sierra, at sea, Nov. 7, 1912, 8 p. m., 73 cabin passengers, 13 steerage passengers, 3080 tons general cargo for Honolulu, 311 sacks mail for Honolulu, will be off port at 6:30 p. m. Monday morning.

Marama Coated at Seattle and Honolulu. In addition to the hundreds of tons of coal given the Canadian-Australian liner Marama while at Honolulu, that vessel called at Seattle before starting out on the trans-Pacific voyage for fast to fill empty bunkers. The strike at Vancouver made it almost impossible to load or discharge at the British Columbian ports. It was with much relief that shipping interests in the Northwest learned that the strike under the auspices of the longshoremen's union had finally been settled just prior to the sailing of the Marama for Honolulu.

The conclusion of the strike was to the advantage of both the stevedoring company and the union men who struck. The latter, it would appear, were not prepared for a lengthy struggle, and the former were experiencing some difficulty in fulfilling their obligations satisfactorily with what non-union men they could pick up. One of the disadvantages of the employment of inexperienced men was apparent in the unloading of the Canadian-Australian liner Marama, when, after various awkward happenings, a man fell down one of the hatchways, and was badly injured.

Skipper Plave for High Stakes. Captain T. L. Harrison is not afraid of trying to achieve what others have declared to be impossible and that is why he was the lone passenger on the freighter Arizona sailing for Central American ports from San Francisco on October 13. The object of Captain Harrison's journey is to pull into deep water the Komoros liner Kambyes, which went ashore off the Costa Rican coast as many as ten years ago. Ever since the breakers have been pounding against her steel frame, but, according to the latest reports, without much of a chance of breaking her sturdy back. The Kambyes would be as good as new only for the fact that she can't get out of her sandy bed to do any steaming in the open. Harrison has made thoroughgoing preparations to raise the sunken monster, and the night before sailing he spoke something like this to a few of his intimates: "This is a big undertaking, the biggest in my life, but you'll see me back in this port in a couple of months with my ship. She's mine to bet and I'm going to get her."

Olson Carried Cargo of Typhoid Germs. Harry Olson, sailor, distributor of the typhoid germs and thus considered to be one of the most dangerous and unique characters on the coast, has been placed on probation for six months by the State Board of Health and the United States Marine Hospital Service. At the end of that time he must prove that he is free of typhoid or he will again be incarcerated. Olson was discovered last February to have been the direct cause of infecting twenty-eight cases of typhoid fever, four of which proved fatal. Since that time he has been confined in the Marine Hospital at San Francisco. A peculiar phase of Olson's case is that while his system is said to be a veritable hotbed for typhoid germs, they do not seem to affect him in the least. He is what is known among medical men as a "carrier."

Morrisby Will Await Makura. Captain Gibb, veteran master of the Canadian-Australian liner Makura that passed through Honolulu the other day for Vancouver and Victoria, will, upon arrival at the British Columbia port, turn his command over to Captain Morrisby, who has stepped down and out from the popular steamer Marama.

Captain J. J. Rolfe, who made his initial berth to Honolulu on Wednesday as commander of the Marama, is a New Zealander and was formerly the skipper in the Mookai, one of the finest steamers in the Union Steamship service between New Zealand and Australia.

Captain Gibb is leaving the Makura at the coast to proceed to Great Britain, there to bring out the fine new Niagara, which has been launched and is now nearing completion.

Coal Famine Threatened on the Coast. Prospects of a coal famine along the Pacific Coast have begun to give shipping interests no little concern, particularly time chartered vessels, which are fixed to transport coal, lumber and flour to Europe and the Orient. On account of the coal strike at Comox, Nanaimo and Ladysmith, B. C., there has been a heavy drain on the supply at Seattle, Portland, Tacoma and other North Pacific ports, and the situation has taken a serious aspect.

Moana Played a Return Engagement. After an absence of several years, the Royal Mail liner Moana of the Union Steamship Company, arrived at San Francisco on October 3 from Australia and New Zealand via the South Sea Island ports of call of Raratonga and Papeete. She is taking the place of the Manuka, which is now on the run between the British colonies, and is due for her annual survey. Years ago the moana plied in the old service between San Francisco and the Antipodes.

The Pacific Mail liner Mongolia scheduled to sail for the mainland on next Tuesday is expected will carry a large accumulation of mail.

Weather Today. Friday, Nov. 8. Temperature—6 a. m., 71; 8 a. m., 76; 10 a. m., 75; 12 noon, 77. Minimum last night, 71.

Wind—6 a. m., velocity 4 N. E.; 8 a. m., velocity 9 N. E.; 10 a. m., velocity 12 N. E.; 12 noon, velocity 11 E. Movement next 24 hours, 181 miles.

Barometer at 6 a. m., 30.07. Relative humidity, 8 a. m., 66. Dewpoint at 8 a. m., 64. Absolute humidity, 8 a. m., 5.372. Rainfall, T.

VESSELS TO AND FROM THE ISLANDS. [Special Cable to Merchants' Exchange]

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SAILINGS—Nov. 7: S. S. Promise, to Alaska.

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Steamers Speed Through Fine Weather. Favorable weather between San Francisco and Honolulu is reported through wireless messages received last evening from four trans-Pacific liners now steaming between the coast and the islands.

M. N. S. S. Hyades—Enroute from Seattle, 8 p. m., November 7, 1912, 222 miles from Honolulu; will arrive Friday evening.

M. S. S. B. China—Enroute from San Francisco, 5 p. m., 215 miles from Honolulu; will arrive at half-past nine o'clock Friday morning and sail Saturday morning at ten o'clock.

M. N. S. S. Wilhelmina—Enroute from San Francisco, 3 p. m., 492 miles from Honolulu; fresh wind from north; sea moderate; all well.

O. S. S. Sierra—Enroute from San Francisco; seventy-three first-cabin and thirteen steerage passengers; 311 sacks of mail.

Much New Tonnage for American-Australian Trade. New steamers are now building for the Australian overseas and coast trade, representing an aggregate of 230,000 tons. They include some of the finest liners that have ever been seen in Australian waters. The number of new vessels is twenty-eight. Others are planned by different companies. The opening of the Panama Canal in October, 1914, is largely responsible for this activity.

Too Much Sugar to Suit Crew. Claiming that she was loaded too heavily for safety, the crew of the Lord Derby, the British steamer that brought sugar from Java to Vancouver a couple of months ago, refused to go to sea in her when she cast off at her wharf in Seattle a couple of days ago. She had a heavy deckload and on conditions being made to take off a large part of it the crew agreed to stay aboard her.

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Kona and Kau ports—Mauna Loa, a. m.

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Makatea—Promise, Nov. stmr., 5 p. m.

PASSENGERS ARRIVED. Per P. M. S. S. China from San Francisco—For Honolulu—J. Andrade, Mrs. J. Andrade and child, W. A. H. Conner, Capt. J. H. Henderson, R. N. A. S. Hayward, Henry Louison, Miss V. S. May, Ghas. Melneke, F. S. Sawyer, Mrs. F. E. Sawyer, Mrs. I. Stubbs and infant, Rev. W. N. Gurney, J. Gilland, Mrs. A. Galland, A. F. Nadler, Mrs. A. F. Nadler and infant, For Yokohama—Dr. W. Blake, Mrs. W. Blake, Dr. D. M. Campbell, Mrs. D. M. Campbell, E. Goodall, Everett M. Graham, Mrs. Helen Graham, Miss M. Haddock, Dr. Gunther Joby, Miss W. Macdonald, H. Nielson, Mrs. H. Nielson, Captain E. H. Southey, Rev. David Van Steeden, Mrs. David Van Steeden, Gustav Weiberg, For Kobe—W. O. Fairfield, Frank Mills, Tong Foy, Mrs. Tong Foy and infant, J. B. Thomas, Tong Sen, For Shanghai—C. C. Baldwin, Mrs. C. C. Baldwin, Master Chas. Baldwin, G. P. Bostick, Mrs. G. P. Bostick, Dr. H. C. Chang, Dr. H. C. Chang, Rev. H. J. Conradson, Rudolph Dees, Rev. J. Johnson, Edward Strassman, F. H. Stuart, H. W. Winstead, For Hong Kong—Miss Mary Adams, Miss W. E. Baker, W. H. Berger, E. Block, Mrs. E. Block, R. B. Strabum, Miss Louise Clark, M. Pio Correa, F. A. Detamore, Mrs. W. H. Dobson, Master Connelly Dobson, Master Servey Dobson, Rev. Wm. Deing, Mrs. Wm. Deing, Mrs. A. S. Emery, George E. Evans, Fong, Phiah, G. T. Frank, Mrs. Alice Gallagher, Master Fred Gallagher, Master George Gallagher, G. W. Carpenter, Ghas. Mear, G. W. Carpenter, Ghas. Mear, Ghas. Mear, K. Gerny, Mrs. T. Getty, Miss Marguerite Getty, Miss Ruth Getty, F. E. Gilbert, P. R. Richey, Miss Louise Hicks, L. O. Hibbard, Miss F. M. Humbert, Mrs. M. Irving, Miss O. King, Kong Fin, W. D. Kraft, Mrs. W. D. Kraft, Miss D. K. Kuhnenn, Bertram Lewis, Low Chung, Ed. Lynn, W. R. Manley, Mrs. W. R. Manley, Rev. E. C. Mitchell, Mrs. E. C. Mitchell, Mrs. M. McDonald, J. N. Noon, Jos. Opet, Mrs. Jos. Opet, Miss L. Petersen, Her-

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DEPARTS THROUGH CHINA'S DECK

Sixty Chinese who are steerage passengers in the Pacific Mail liner China enroute to the Far East, are objects of more than ordinary interest to Federal officials stationed here, owing to the fact that sixty deported orientals are being returned to their native land as passengers. In the steamer that is remaining at the port of Honolulu today.

Captain Roger Allman, "poet of the Pacific," a genial and well liked skipper in the China was favored with the best that the weather man could provide on the way down from San Francisco to the islands.

The China brought up at Alakea wharf at ten o'clock this morning to land 19 cabin, 10 second class and one Atlantic steerage passengers.

Seventeen tons freight is all that will be discharged here. The China will, however, remain at the port over night and sail for the coast of Asia at ten o'clock tomorrow morning. During the time spent here, the vessel will be given six hundred and fifty tons coal.

The through list of passengers numbered 105 cabin, 3 second class and 116 in the steerage.

Death hovered over the ship on its way to Hawaii, and as the liner set her last course for Diamond Head an aged Chinese passed away. His death is attributed to a fall sustained at San Francisco before going aboard the vessel. The deceased died last night and was about seventy years old.

Purser C. M. Landers, stepped ashore from the China the day before sailing from San Francisco, and Acheson, who for the past few years has passed through Honolulu in the capacity of freight clerk, is now wearing the badge of authority in the Purser's office. Acheson has a host of friends who will rejoice with him upon his merited promotion.

The elevation of Acheson from freight clerk to purser made room for C. R. Hatch, formerly storekeeper, who went out in charge of the cargo manifest.

R. Bailey takes over the duties of storekeeper, and is making his first trip to the China.

The China's cargo is so and the China has transported some cargo for the East, the greater part being cotton for Kobe.

Harbor Notes. The next mail from the mainland is due to arrive here in the Oceanic liner Sierra on next Monday morning.

Mail forwarded to the mainland in Oceanic liner Ventura is reported to have arrived at San Francisco at an early hour yesterday morning.

The rush of freight from the mainland within the past six weeks is reported may cause considerable congestion at the wharves at the upper end of the harbor.

Sugar and pineapples to the extent of 2500 tons have reached the coast with the arrival of the American-Hawaiian freighter Virginian at San Francisco yesterday.

The Matson Navigation freighter Hilonian that left San Francisco for Seattle yesterday is predicted will clean up a goodly portion of the offering of freight awaiting there for transportation to the islands.

A small cargo from the mainland in the Pacific Mail liner China will occasion no delay in the departure of the vessel for the coast of Asia. The China will, however, be supplied with a considerable quantity of coal.

Four automobiles remaining on the Territorial wharves since the first part of August accumulated responsibility to the amount of \$520 which sum has been paid under protest by T. H. Davies and Company. The bill may receive consideration at the hands of the harbor commission at its next meeting.

LOCAL AND GENERAL. There will be a suffrage meeting Wednesday afternoon at the residence of Mrs. J. M. Dowsett from two until two-thirty o'clock. All members and others who are interested in the cause of suffrage are invited to be present.

PERSONALITIES. ATTORNEY GENERAL ALEX. LINDSAY left yesterday for Kauai on a business trip. He expects to return Sunday.

NOT CAPT. HODLETTE. W. C. Moore who has begun divorce proceedings against his wife now living in Oakland, is reported to the Star-Bulletin as making the statement that the Hodlette mentioned in his petition for divorce is not Capt. Hodlette of the Sierra. The reading of the complaint was such as to leave an erroneous impression in the minds of some who might think there could be no other Hodlette on the Sierra than Capt. Hodlette. Mr. Moore is reported to express a very high personal regard for Capt. Hodlette.

Photo-Engraving of highest grade can be secured from the Star-Bulletin Photo-Engraving Plant.

CALDWELL MAKES ANSWER TO 'KALAU'

Clerk Kaloakalana, in his own office, yesterday afternoon made known to Mayor Perra, in the presence of a Star-Bulletin reporter, a grievance and a complaint against the road department. He stated that material from the Kalakaua avenue reconstruction work was being hauled to the land of Percy M. Pond for filling in purposes, contrary to the directions of the board of supervisors that the debris be used for covering for Kaloakalana lane. Dole street and other thoroughfares. This board, like its predecessor, was paying Kaloakalana lane with promises, and here was the road department carting away stuff that had only to be removed fifty feet to place it on the lane called after the clerk.

Superior Lot was met at the entrance of the city hall this morning, and, as a member of the road committee, asked what about this alleged action of the department in favoring a private citizen at the expense of public needs. "That is just what I want to find out," Mr. Lot replied, showing that the complaint had reached him. A few minutes later he was informed, when Road Overseer Caldwell, in answer to the reporter, explained the business.

"The material has to be got out of there," said Mr. Caldwell, "and we have no teams to haul it away, nor can we hire teams."

"There are six inches of material below the top of the curb to be removed, and we haven't to shoot it, but simply to scuff it. At one place there are ten inches to be cut out, where three roads have been built one on top of another."

"Mr. Pond is given the material free for carting it away, as he is using it partly to put on a road. A Japanese who is getting material from the deeper part of the cutting is charged for it, because he is using it for his own purposes, although he is to go to the expense of blasting stuff."

"There is an abundance of the material for all the purposes named by the board. We are doing all our excavating there by machinery."

"I may say that we are repaving the avenue from the John E. Rood out past the Moana Hotel at a cost of only three cents a square yard."

ARBOR DAY OBSERVED AT COLLEGE OF HAWAII. Arbor Day is being observed at the College of Hawaii this afternoon. The Arbor Day Committee of the College has arranged the following exercises: The opening address is to be delivered by Mr. Donaghy.

Mr. Leslie Clark will plant a sacred Banyan tree for the class of 1913, of which he is a graduate.

Miss Lillian Boyd will plant a Norfolk pine (apocynaceae coccidi) for the class of '15.

Miss Miriam Clark will plant the tree for the class of '14.

Mr. Yang will plant the tree for the class of '16.

The classes of '14, '15 and '16 plant Norfolk pines, the same as the class of '13 tree.

This is the first year that the College has made any plans for the observance of Arbor Day and if they are successful this year, Arbor Day will be observed annually at the College.

WHALE ATTACKS BARK. Enraged Mammal Kills One Man and Injures Another—Found Dead Next Morning by Whaler's Crew.

SEATTLE, Oct. 35.—An account of a thrilling story of a battle at sea with an infuriated whale which attacked the bark Wanderer, 600 miles off Barbados, after he had stove the third and fourth masts' bows and killed one man and severely injured another in the latter boat is contained in a letter which has been received from Captain S. A. Mosher, master of the bark, by members of his family in Smith Mills.

The attack by the whale occurred on Aug. 24, and Captain Mosher describes it in his letter as follows: "Boathead brought the third mast aboard stove at 7:30. Thought the whale was going to sink the ship, for at 8 o'clock he came for us head on, and we couldn't get out of his way. Made all the noise we could and slowed him up, but he came along side and tried to bite a piece out of her. At 10 o'clock he cut the fourth mast's bow in two, killed one man and hurt another pretty bad, so the boats had to cut. Held the funeral the next morning, and at 10 raised the same whale four miles to windward dead. Got him alongside and cut him up. Made just 100 barrels."

Though the sperm whale is recognized by whalers as the most ferocious and dangerous of leviathan vessels of the New Bedford whaling fleet have been singularly fortunate in escaping accident. Boats stove by whales are frequent occurrences but only in rare cases has a whale made for the ship. The bark Kathleen was sunk several years ago after the vessel had been attacked by an enraged whale.

W. C. PEACOCK & CO., LTD. FAMILY TRADE. WINE AND LIQUOR MERCHANTS. Merchant, Near Fort.

Honolulu Star-Bulletin

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Address All Communications to Honolulu Star-Bulletin, Ltd., Honolulu, T. H.

WAR IN INDIA ON FEMALE SLAVERY. British Prestige Impaired by the Importation of Immoral White Women. ALLAHABAD, India, Oct. 15.—The government of India has given formal sanction to the Hon. W. C. Madge to introduce in the imperial legislative council a bill for the suppression of the female slave traffic in India. For a long time past European victims have been imported into India in considerable numbers, and of late a steadily increasing traffic has been going on unchecked in Japanese girls.

"The importation of a white woman into India," Dr. Madge has observed, "is a more deadly blow at British prestige than any amount of sedition." It is therefore of the utmost importance that early and earnest endeavors should be made to throttle this degrading traffic.

The bill which Mr. Madge is to introduce in the forthcoming autumn session has not yet been published, but its main provisions are that "any person reasonably suspected of making money over the degradation of an imported woman may be arrested without warrant, but bailed out, and if after hearing his defense the magistrate considers him to be a habitual offender, and on repetition of the offense, or even for reappearing in India, he may be imprisoned with hard labor."

Two other measures are also shortly to be placed before the imperial legislative council dealing with the protection of women and girls. A provision in the Hon. Mr. Dadabhai's bill is the raising of the age of consent to sixteen years as against strangers. It does not affect the rights of husbands over girls wives of and over twelve years of age. The Hon. R. N. Madhoo-

CHICAGO, October 15.—Julius Lombard, a famous singer of Civil War days, died here today in his 88th year. Lombard sang the requiem at Lincoln's grave in Springfield during the funeral service for the national poet.